

GALT TRAFFIC



Published monthly by EAA Chap. 932 ("We're small but we have big fun") at Galt Airport, Wonder Lake, IL. (10C). **President:** John Wise, 7704 E. Sunset Dr., Wonder Lake, IL. 60095 (FLYDVII@AOL.COM) **Editor:** Jeff Hill, 9610 Hidden Ln., Woodstock, IL. 60098, (JJHILL@COMPUSERVE.COM) **DISCLAIMER:** The information contained herein does not constitute legal, ethical, financial or other professional advice. While the information is intended to be accurate, neither Galt Airport, LLC, EAA Chapter 932, their officers, staff, or employees nor any other party assumes any responsibility for its accuracy, nor any liability arising out of the reliance upon same.

Articles may be reprinted if credit is given.

DECEMBER 1998

DEC. HOURS ARE 8 AM TO 5 PM
CLOSED AT NOON DEC 24 & 31
CLOSED ALL DAY DEC 25 & JAN 1
HAPPY HOLIDAYS!

GALT CHRISTMAS PARTY (AND ANOTHER ... --- ... FROM CARLA)

See ya at the annual **Galt Christmas Party**, Sunday, Dec. 13, from 1 to 4 PM. Carla's annual raffle to aid the Hughes Aviation Scholarship Fund will be held then. She is seeking prize donations. If you have something to donate or know of an individual or a business that might, give her a call at 815/648-2433.

EAA 932 CHAPTER NEWS

THE NEXT MEETING is Dec. 19 at 10 AM at the Chapter hangar at Galt. By that time the several fellows who have been working on the interior of our new addition should be pretty well finished. They've installed new lighting and are taping the dry wall and painting. Mark Krohn and Jack Ross built a spray booth with exhaust system that's a real dandy.

Do you know of anyone who is remodeling a kitchen and has cabinets to dispose of? If so, we could use some for storage now that we have room for them.

THE CHAPTER CHRISTMAS PARTY is also Dec. 19, 7 PM, at the Warsaw Inn in McHenry (on Rte. 31). This is an *informal* and *inexpensive* get together. So that we can give the restaurant a head count, please let Jeff Hill (815/338-3551 or jjhill@compuserve.com) or John Wise (815/653-3966 or flydvii@aol.com) know by Dec. 14 how many will be coming.

THE TRIP TO THE AIR FORCE MUSEUM in Dayton will be finalized later in December. Get on the sign up sheet at Galt or call Jeff or John (at the above numbers) as we have to know about how many want to go (and on which weekend) so that we can get prices and

make reservations. The price should be quite reasonable and you don't have to be a member to go, so, let's go!

FIRST SOLOS AND NEW RATINGS

Congratulations on your first solo to **Pat Willis-Loser** (Nov. 1), **Terry Lagerhausen** (Nov. 6) and **Bill Busse** (Nov. 24) ... to new Private Pilots **Joan Bassak** and **John Frasier** and to **Phil Prossnitz** (Commercial) and **Chuck Moran** (Instrument).

ENGINE FAILURE! 180 BACK TO THE FIELD?

We're warned about this from day one, but hey, it *could be* your best option. It all depends on how high you are, the traffic and what the wind is doing. Experiment in your airplane, at altitude and see how much altitude you lose in a 180 degree gliding turn. (You'd lose a little more with a windmilling prop.)

If you took off into a real strong head wind, maybe you'd best continue straight ahead. All that tailwind would likely result in an overshoot. If you land straight ahead into that big wind, you'll have a nice low GS at touchdown.

If you took off with a strong crosswind, make sure your turn back to the field is into the wind. This will keep you close to the final approach course. If you turn out of the crosswind, this will blow you away from the airport and you'll have to come back to it on a base leg which will of course be into the wind, requiring more altitude to make it all the way back to the field.

Practice this, then before every takeoff as you do your 30 second mental emergencies review (you do do this, don't you?) have in mind, if and above what altitude, you can successfully make a 180 back to the field.

TOUCH-UP TIPS

Testors, the model airplane people, have a "paint marker" pen that is great for touch up work on your nicks and scratches. It works just like a marker pen but has a quick drying enamel instead of ink. It comes in all the primary colors and gold and silver and retails for just under three dollars at Walmarts, hobby shops and hardware stores.

ccccccccc

ATC: AIR TRAFFIC CONTROL - AND YOU

By Cassie Peterson

ATC. Three letters that strike fear in the hearts of many pilots. How are you supposed to relax and enjoy the flight when "big brother" is watching your every move and listening to your every word?

Well, just relax. That voice on the other end of the radio is not some big, scary, bureaucrat waiting for you to make a mistake. Believe it or not, it's just a regular person, possibly a pilot like yourself.

Recently I spoke with one of those mysterious ATC voices. Joe Bellino is a controller at Chicago TRACON (Terminal Radar Approach **CON**trol -- pronounced, "tray'-con") and has been working there since 1968. I think that it is fair to assume that he is somewhat of an expert in the land of ATC communications. (Joe soloed at 10C in the early '70s.) According to Mr. Bellino, many of his coworkers are licensed pilots and instructors. Rather than thinking of controllers as "big brother", just think of them as professional video game operators and you are one of the icons on their screen. We are all on the same side with the common goal of a safe, successful outcome to every flight.

Mr. Bellino encourages pilots to take advantage of flight following. On a beautiful Sunday afternoon, while enroute to pick up that \$100 hamburger, give our friends at ATC a call. Work load permitting, they will gladly provide you with VFR traffic advisories. It's nice to have another set of eyes looking for traffic. If you keep a few things in mind when talking to ATC, you will receive first class service even if your Cessna has only coach seating. The most important thing to remember when talking on the radio is to LISTEN. Open your ears before you open your mouth. When you step on someone else's transmission, nobody gets the information and we all get an ear-popping squeal. At peak traffic times, ATC has their hands full and when the calls don't get out, it could get ugly out there. In addition to waiting your turn, you should also listen carefully after you have spoken. Keep your ears perked for your tail number and make sure you understand what was said. If not, ask for clarification. When you do speak, plan, even rehearse, or write down what you plan to say. If you haven't heard anything for a while, make sure you don't have a stuck (open) mike. Nothing irritates a controller more than a pilot taking up radio time while he/she is trying to resolve a potential traffic conflict.

ATC can help you with a lot more than just traffic advisories. Want to confirm your position? How about a heading to your destination? Is a different runway available? Where's the weather? Did the guy ahead of you have a smooth ride?

Always remember when working with ATC, as pilot in command, you have the final authority regarding the

safety and operation of the flight. If you cannot comply with an ATC request or clearance, simply say that you are "unable" and "plan B" will be offered.

These are just a few tips for working with ATC. If you want to learn more, go right to the source. If you have never visited an ATC facility, I highly recommend it. Seeing how the other side lives will give you better insight into the "big picture". There is no better way to learn how to work with controllers than to ask them yourself. And when you go, be sure to say "Hi" to Joe.

(See following article - Ed)

YOU ARE CORDIALLY INVITED...

Part of every pilot's training should include a visit to a control tower, an ATC radar facility and a Flight Service Station (FSS). The FAA has always encouraged pilot visits and you can expect a sincere welcome and a rewarding experience. Chicago ARTCC ('center') and Chicago TRACON ('approach') both host open houses twice a year. These are called "operation plug-in". They are geared more to the IFR pilot, are very well attended and require advance reservations. The next one at the TRACON Dec. 7, 8 & 9 was filled at the time of this writing. If you'd like to arrange a tour for a small group, you can call and see if they can accommodate you.

Smaller facilities are easier to visit and of more interest to the VFR pilot, but again, usually require advance arrangements. Rockford is handy. You can fly in, park at the base of the tower and tour both the radar room and tower. Call 815/226-0076. For phone numbers of all other FAA facilities, see section 1 of the AOPA Airport Directory.

Learn about the array of free services available from the very "real" (and nice) people who make up "ATC".

THOUGHT FOR THE MONTH

Paul Poberezny recently told of the EAA Foundation receiving a DC-3 with Canadian registration that they ferried from White Horse to Duluth to OSH. When the Canadian users fee bill for the filing of a flight plan and enroute services arrived, it was over \$500 for the 1450 mile trip! Many Americans can't conceive of paying for airport, airways and ATC services, yet we are one of the few countries in the world that doesn't charge for them.

Proposed "user's fees" were shot down this year, thanks largely to AOPA and EAA. The issue is expected to be revived next year. Help AOPA and EAA help us!

JOIN NOW: AOPA 1-800-USA-AOPA

JOIN NOW: EAA 1-800-JOIN EAA

JOIN NOW: EAA 932 815/338-3551

cccccccccc